



TWY NR	WIDTH	Surface Bearing strength	Day marking		Taxiway lighting	
			Centerline Holding	Edge Centerline	RGL	Stopbar
A	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		Stopbar
B	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
C	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
D	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
E	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
F	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
G	23 m	ASPH PCN 90 F/B/X/T	CL	CL		
H	23 m	ASPH PCN 90 F/B/X/T	CL	CL		
J	23 m	ASPH PCN 90 F/B/X/T	CL	CL		
K	23 m	ASPH PCN 90 F/B/X/T	CL	CL		
L	23 m	ASPH PCN 90 F/B/X/T	CL	CL		
Y	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		RGL Stopbar
Z	23 m	ASPH PCN 90 F/B/X/T	CL HLDG	CL		Stopbar

REMARKS:
TWY B, C, D, E, F, Y: Centreline on exit TWY:s within ILS critical/sensitive areas and centreline within 150 m from RWY centreline -alternately green and yellow

INS Coordinates for Aircraft Stands			
APRON Surface Bearing strength	NR	COORD	ELEV
Apron CONC+ASPH PCN 90 F/B/X/T			

RWY NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Approach and runway lighting				
					TORA	TODA	ASDA	LDA	APCH	THR TRID TDZ	VASIS (MEHT)	Edge	End
03	026.00° GEO 023° MAG	573858.29N 0121603.75E GUND 117 ft	PCN 90 F/B/X/T	THR 478.3 ft TDZ 468 ft	3299	3299	3299	3299	Calvert Cat II 900 m LIH	THR Green TDZ White 900 m	PAPI Left/3.00° (59.4 ft)	3299/60 m White Caution zone 600 m yellow LIH	Red
21	206.00° GEO 203° MAG	574034.13N 0121730.95E GUND 117 ft	PCN 90 F/B/X/T	THR 506.4 ft TDZ 505 ft	3299	3299	3299	3299	Calvert Cat II 900 m LIH	THR Green TDZ White 900 m	PAPI Left/3.00° (56.4 ft)	3299/60 m White Caution zone 600 m yellow LIH	Red